



~~CONFIDENTIAL~~

DEPARTMENT OF THE NAVY
USS MIDWAY (CV 41)
FPO SAN FRANCISCO 96631-2710

5750
Ser 03/ C62
16 Aug 85

~~CONFIDENTIAL~~ - Unclassified upon removal of enclosure (1)

From: Commanding Officer, USS MIDWAY (CV-41)

To: Chief of Naval Operations (OPS-0502)

Subj: COMMAND HISTORY (OPNAV REPORT 5750-1)

Ref: (a) OPNAVINST 5750.12C

Encl: (1) USS MIDWAY Command History for Calendar Year 1984

1. (U) In accordance with reference (a) enclosure (1):



By direction

Copy to:

Directory of Naval History

CINCPACFLT

COMNAVAIRPAC (w/o annexes B and C)

COMCARGRU FIVE (w/o annexes B and C)

Naval War College (w/o annexes B and C)

Naval Academy (Library) (w/o annexes B and C)

DECLASSIFY 31 DEC 1990

DECLASSIFIED
~~CONFIDENTIAL~~

1. (U) SYNOPSIS

SCHEDULE

1 JAN 1984 - 31 December 1984

01 January - transit Philippine and South China Sea enroute Subic Bay, Philippines.
02 - 03 January - in-port Subic Bay, Philippines.
04 - 10 January - operations and transit South China Sea enroute Indian Ocean.
11 January - transit Malacca Strait, PASEX with Royal Malaysian Navy.
12 - 15 January - transit Indian Ocean.
16 January - Indian Ocean turnover operations with USS RANGER.
17 January - transit Arabian Sea.
18 January - 01 February - operations in North Arabian Sea.
25 January - RF-4 from VMFP- 3 made barricade landing, pilot uninjured.
31 January - USS MIDWAY change of command.
02 - 04 February - departed NAS to medevac heart attack victim from USNS HASSAYAMPA at 1545N/06640E.
05 February -12 April - conducted operations in NAS.
14 February - DOD show CAMBRIDGE entertained USS MIDWAY.
19 - 21 February - BEACON FLASH 84-1.
29 February - 02 March - ASUWEX.
03 - 04 March - visit by Vice Admiral S. R. FOLEY, Commander in Chief, Pacific Fleet.
08 March - GLAD CUSTOMER exercises with USAF B-52 aircraft participation.
Visit by Honorable John R. COUNTRYMAN, Ambassador to Oman.
Medevac USNS HASSAYAMPA patient to Masirah.
11 -12 March - anchored at Masirah anchorage.
15 March - A-7E lost at sea during catapult launch. Pilot rescued with minor injuries.

~~CONFIDENTIAL~~

24 - 26 March - exercise ACCURATE TEST.

(b) (3) (A)

30 March - rendezvous with Greek tanker FILIKON to render assistance.

02 April - visit by Rear Admiral LEFEBVRE, FN, Commander ALINDIEN.

F-4S lost at sea during launch: pilot died and RIO survived.

06 - 07 April - anchored Masirah anchorage.

08 April - visit by Major General WATTS, Commander, Sultan of Oman's Land Forces, and Captain R. WOODARD, RN, Commanding Officer, HMS GLASGOW.

13 April - departed NAS and commenced transit.

16 April - Indian Ocean turnover with USS KITTY HAWK.

24 - 28 April - anchored Singapore for first pvst in 111 days.

30 April - visit by HRH Crown Prince WACHIRALONGKORN of Thailand.

01 - 07 May - anchored Pattaya Beach, Thailand.

Motorwhale boat accident. EN critically injured.

03 May - Rear Admiral T. F. BROWN III relieved by Rear Admiral P. F. McCARTHY Jr. as COMCARGRU FIVE.

11 - 16 May - moored Subic Bay, Philippines.

14 May - Under Secretary of the Navy, James F. GOODRICH visited.

17 - 22 May - transit South China Sea and Philippine Sea enroute Yokosuka, Japan. OPRE conducted during transit.

23 May - 03 June - inport Yokosuka, Japan.

29 May - 01 June - 3M inspection.

04 -06 June - transit to Sasebo, Japan.

07 -10 June - anchored Sasebo, Japan.

11 - 13 June - Tiger Cruise conducted during return transit to Yokosuka, Japan.

11 - 15 June - INSURV Inspection.

14 June - 14 August - inport Yokosuka, Japan (EISRA 84-60).

15 - 22 August - transit to Sasebo, Japan.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~ ~~CONFIDENTIAL~~

21 August - A7E landing accident: pilot and aircraft lost at sea.

Capt. W. T. T. HOOD Jr. relieved Capt C. F. LOGAN as Executive Officer.

23 - 25 August - Sasebo, Japan port visit.

23 August - Commander, Air Wing FIVE change of command.

26 August - 04 September - operations in the East China and Philippine Sea/transit to Yokosuka, Japan.

29 August - visit by Rear Admiral A. TERAI, Commander, Fleet Air Wing FOUR, JMSDF, and Commodore W.I. LEWIS, COMFAIRWESTPAC.

05 - 12 September - Yokosuka, Japan for upkeep.

15 September - Rear Admiral T. ITO, Commander, Escort Flotilla THREE, JMSDF embarked for ANNUALEX 59G.

16 - 20 September - ANNUALEX 59G; combined exercise with JMSDF in the Philippine Sea.

24 - 25 September - Okinawa operating area for BEACHCREST 84-2.

28 September - inport Yokosuka, Japan.

29 September - dependent's/visitor cruise.

30 September - 14 October - inport Yokosuka, Japan.

01 - 05 October - TYCOM 3M Inspection.

15 - 25 October - underway for operations in the Philippine and South China Seas which included MISSILEX 85-1.

23 October - visit by Vice Admiral C. A. EASTERLING, Commander, Naval Air Force Pacific.

24 October - members of Manila press visited.

26 - 27 October - inport Subic Bay, Philippines; Command Inspection conducted.

28 - 29 October - USS MIDWAY Battle Group conducts emergency sortie from Subic Bay to evade typhoon WARREN.

30 October - 03 November - Inport Subic Bay, Philippines.

04 November - underway South China Sea for ORE and FLEETEX 85-1.

05 - 06 November - typhoon AGNES evasion off northern Luzon, Philippines.

14 - 17 November - ORE.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

15 November - AOI drowned after being blown over the side by jet blast.

18 - 19 November USS MIDWAY and USS ENTERPRISE Battle Groups evade typhoon CLARA.

20 - 21 November - USS MIDWAY and USS ENTERPRISE Battle Groups transit San Bernardino Strait.

19 November - 01 December - USS MIDWAY participates in FLEETEX 85 -1, a three carrier battle group exercise involving USS CARL VINSON and USS ENTERPRISE.

21 -22 November - tropical depression BILL evasion delayed rendezvous with USS CARL VINSON.

23 November - visit by Vice Admiral J. R. HOGG, Commander, Seventh Fleet.

01 December - Vice Admiral S.R. FOLEY, Commander in Chief, Pacific Fleet presented Battle Group ALFA with the Meritorious Unit Citation.

- FLEETEX 85-1 ends.

02 -04 December - Post FLEETEX 85 -1 SOJ transit conducted with CARL VINSON.

05 - 09 December - inport PUSAN, South Korea.

10 - 11 December - transit Tsushima Strait, East China Sea, and Philippine Sea.

12 - 31 December - inport Yokosuka, Japan.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
DECLASSIFIED

USS MIDWAY (CV-41)
COMMAND HISTORY 1984
CAPTAIN H. P. KOBER JR., USN
COMMANDING

Classified by: Multiple Sources
Declassify on 31 December 1990

Enclosure (1)

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~
DECLASSIFIED

TABLE OF CONTENTS

Page

PART I (U) BASIC HISTORY.....	1
A. (U) Command Organization.....	1
B. (U) Summary of Operations.....	2
1.(U) Synopsis.....	2
2. (U) Full Text.....	6
C. (U) Special Topics.....	8
1. (U) Carrier Air Wing FIVE Command Organization.....	8
2. (U) Summary of Flight Hours.....	10
PART II (U) DOCUMENTARY ANNEXES.....	11
A. (C) Major Departmental Reports.....	11
1. (U) Operation Department.....	11
a. (U) Combat Information Center.....	11
b. (U) Meteorology.....	12
c. (U) Electronics.....	12
d. (U) Intelligence.....	13
2. (U) Supply Department.....	14
3. (U) Engineering Department.....	16
4. (U) Weapon Department.....	18
5. (U) Communication Department.....	18
6. (U) Safety Department.....	20
7. (U) Deck Department.....	20
8. (U) Medical Department.....	21
9. (U) Dental Department.....	21
10. (U) Training Department.....	22

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Page

11. (U) Air Department.....	22
12. (U) Navigation Department.....	23
13. (U) Aviation Intermediate Maintenance Department.....	23
14. (U) Marine Detachment.....	26
B. (U) Photo History.....	B-1
C. (U) Officers Directory March 1984 (Separate Enclosure).....	
Officers Directory October 1984 (Separate Enclosure).....	

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

PART I
BASIC HISTORY 1984

A. COMMAND ORGANIZATION

1. (U) Commanding Officer, USS MIDWAY (CV 41)

Captain C. R. McGRAIL, USN, (b) (6) /1310; Commanding Officer from 1 January 1984 to 31 January 1984. Captain H.P. KOBER Jr., USN, (b) (6) /1310, Commanding Officer from 31 January 1984 to 31 December 1984.

2. (U) Commander Air Wing FIVE embarked: Captain L.R. CANEPA, 01 January 1984 to 23 August 1984; Commander T.R. BEARD, 23 August 1984 to 31 December 1984.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

FULL TEXT

2. (C) The first of January found USS MIDWAY enroute the Indian Ocean via a Subic Bay, Philippines, portcall on 2 and 3 January. After a brief port call, USS MIDWAY got underway for the Indian Ocean. While transiting southwest through the South China Sea, Battle Group Alfa was surveilled by Soviet TU-16 operating out of Cam Ranh Bay. On 11 January USS MIDWAY transited the Malacca Strait and entered the Indian Ocean. After a four day transit MIDWAY rendezvoused with USS RANGER on 16 January for turnover operations. MIDWAY arrived in the Indian Ocean Operating Area 18 January and commenced North Arabian Sea operations.

On 25 January a Marine RF-4 Phantom from VMFP-3 Det Alpha was forced to make a barricade assisted landing when its nose gear failed to extend. Both the Pilot and the RIO escaped injury. On 31 January Captain H. P. KOBER Jr. relieved Captain C.R. MCGRAIL as Commanding Officer of MIDWAY. MIDWAY departed the North Arabian Sea on 2 February to medevac a heart attack victim from USNS HASSAYAMPA which was located at 15-45N 066-40E. By 5 February the ship was back operating in the North Arabian Sea.

Valentines Day brought live entertainment in the form of the DOD show "Cambridge." That was followed on the 18th by MIDWAY's first "Beer Day" of the cruise. From the 19th through the 21st of February MIDWAY was a major participant in BEACON FLASH 84-1, a joint U.S. - Omani exercise. USS MIDWAY then conducted a major ASUWEX from 29 February through 02 March.

Admiral S.R. FOLEY, Commander in Chief, Pacific Fleet arrived on board 3 March and departed the next day after addressing the men and officers of MIDWAY. On 8 March MIDWAY/CVW 5 aircraft participated in a joint exercise, GLAD CUSTOMER, which included USAF B-52's. Additionally, USS MIDWAY evacuated another medical patient from the USNS HASSAYAMPA to Masirah.

CV-41 anchored at Masirah on 11 and 12 March. On 15 March, while conducting normal cyclic air operations, an Attack Squadron NINETY-THREE A-7E was lost at sea following a catapult launch. The pilot, LT (b) (6) safely ejected and was rescued with minor (b) (6) injuries. From March 24th through the 26th, USS MIDWAY was involved in exercise ACCURATE TEST. On 30 March USS MIDWAY provided assistance to the Greek tanker FILIKON which had been damaged by a missile in the Persian Gulf.

April started with a visit by Rear Admiral LEFEBVRE, FN, Commander, ALINDIEN on 02 April. On the same day, an F-4S Phantom assigned to FIGHTER SQUADRON ONE SIXTY-ONE (VF-161) was lost at sea during catapult launch. Upon ejection the pilot, LCDR Timothy K. MURPHY was fatally injured, while the RIO, LT (b) (6) escaped and was safely recovered.

On 6 and 7 April CV-41 again found itself at the Masirah anchorage, that time for what was to be the ship's final "Beer Day" of the I. O. cruise. The following day, 8 April, USS MIDWAY was visited by Major General WATTS, Commander, Sultan of Oman's Land Forces, and Captain R. WOODARD, RN, Commanding Officer, HMS GLASGOW.

USS MIDWAY departed the North Arabian Sea on 13 April and commenced a return transit home. On 16 April, Battle Group ALFA rendezvoused with the USS KITTY HAWK Battle Group for turnover operations. While transiting out of the Indian Ocean CV-41

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

entered the Royal Domain of Neptunes Rex at 00000N lat and 084.00E long on 19 April and rid itself of an over abundance of "slimy pollywogs."

The 24th of April marked the end to the ship's record breaking 111 continuous days at sea when MIDWAY dropped anchor at Singapore and commenced a five day portcall. On the 29th MIDWAY was underway for Thailand and on 30 April received a visit by HRH Crown Prince WACHIRALONGKORN of Thailand. The 1-7 May Pattaya Beach, Thailand portcall proved to be a favorite for all hands. It was a port where the crew could really unwind and relax after our long Indian Ocean cruise. While anchored at Pattaya, Rear Admiral T. F. BROWN III was relieved by Rear Admiral P. F. McCARTHY JR. as COMCARGRU FIVE on 3 May.

After an uneventful transit, CV-41 moored at Subic Bay, Philippines for an 11 to 16 May upkeep period. Under Secretary of the Navy, James F. GOODRICH visited MIDWAY on 14 May.

On 17 May CV-41 was underway for the final leg of its deployment. While enroute Yokosuka the Engineering Department underwent and passed the OPRE with flying colors. USS MIDWAY arrived Yokosuka, Japan to awaiting families and loved ones on 22 May.

From 29 May through 01 June a 3M Inspection was conducted on board. On 4 June MIDWAY was again underway to Sasebo, Japan to offload ammunition. CV-41 anchored Sasebo 7 to 10 June and on the 10th welcomed her young "Tigers" for the return transit to Yokosuka with their sponsors. CV-41 arrived Yokosuka 14 June and commenced EISRA 84-60. An INSURV inspection was conducted from 11-15 June.

On 15 August USS MIDWAY was underway enroute Sasebo, Japan to onload ammunition, having completed EISRA 84-60. While conducting carrier qualifications on 21 August an A-7E Corsair assigned to ATTACK SQUADRON FIFTY SIX (VA-56) crashed on the flight deck during recovery ops. The pilot, LT Thomas R. DOYLE, and aircraft were lost at sea. Also on the 21st, Captain W. T. T. HOOD, Jr. relieved Captain C. F. LOGAN as Executive Officer of MIDWAY.

CV-41 anchored in Sasebo 23 August, and on the same day Commander T.R. BEARD relieved Captain L.R. CANEPA as Commander, CARRIER AIR WING FIVE. After three days of unloading ammunition, USS MIDWAY got underway 26 August for operations in the East China and Philippine Seas and the return transit to Yokosuka, Japan.

On 29 August Rear Admiral A. TERAJ, Commander, Fleet Air Wing Four, JMSDF, in company with Commodore W. I. LEWIS, COMFAIRWESTPAC flew aboard MIDWAY for a one day visit. USS MIDWAY returned to Yokosuka for upkeep 5 September for one week then got underway on the 13th.

On 15 September Rear Admiral T. ITO, Commander, Escort Flotilla Three, JMSDF, embarked as an observer for ANNUALEX 59G, a joint American and Japanese naval exercise. ANNUALEX was conducted in the northern Philippine Sea and lasted from 16-20 September. Upon completion, the MIDWAY Battle Group transited south to the vicinity of Okinawa for participation in BEACHCREST 84-2, a joint USN-USMC exercise which took place 24-25 September.

On 28 September CV-41 arrived inport Yokosuka. The following morning USS

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

MIDWAY got underway for a one day dependent's cruise. Over 3,800 dependents and friends of MIDWAY enjoyed a day at sea with beautiful weather and a great air show. CV-41 returned to Yokosuka and remained there for upkeep through 14 October. On 15 October MIDWAY was underway for operations in the Philippine and South China Sea, which included the successful participation in MISSILEX 85-1. Vice Admiral C. A. EASTERLING, Commander, Naval Air Force Pacific visited MIDWAY on 23 October. The following day, members of the Manila Press flew out to observe underway operations in the Subic op areas.

MIDWAY arrived Subic Bay on 26 October and commenced a Command Inspection administered by COMCARGRU FIVE. That was disrupted on 28 October when the battle group conducted an emergency sortie from Subic Bay to evade typhoon WARREN. After two days of steaming to the west of Mindoro, the battle group returned to Subic Bay and remained there through 3 November. Because of inclement weather and the need to accomplish workups for ORE and FLEETEX 85, a scheduled Hong Kong portcall was cancelled.

On 4 November MIDWAY was underway for workups, however, typhoon AGNES caused the battle group to move off northern Luzon for storm evasion on 5 and 6 November. The ORE was conducted 14-17 November and both the air wing and ship did extremely well. An unfortunate flight deck mishap occurred on 15 November when AD1 Leo De Guzman ORTIZ drowned after being blown overboard by jet exhaust.

USS MIDWAY Battle Group and USS ENTERPRISE Battle Group rendezvoused and spent 18 - 19 November evading typhoon CLARA. On 20 and 21 November the two battle groups transited the San Bernardino Strait and entered the Philippine Sea only to turn south to avoid tropical depression BILL. Finally, on 22 November USS CARL VINSON joined the Battle Force. FLEETEX 85-1, the largest naval exercise since WWII, was underway. The three carriers transited to the vicinity of Okinawa where both inner and outer air battles were fought with ORANGE forces. Then an opposed transit along the east coast of Japan was made against ORANGE submarine forces. On the 31st of November a major air strike was conducted on the ripsaw range at MISAWA, Japan. FLEETEX 85-1 concluded off Hokkaido on the 1st of December. Admiral S. R. FOLEY, Commander in Chief, Pacific Fleet came aboard MIDWAY for the conclusion of the exercise and also presented Battle Group ALFA with the Meritorious Unit Citation.

On the afternoon and evening of 1 December the CARL VINSON and MIDWAY transited into the Sea of Japan through the Tsugaru Strait. USS ENTERPRISE commenced a return transit to CONUS. The Soviet air response to the two CV battle group presence in the SOJ was intense and aggressive. From 2 through 4 December Soviet air surveillance was almost around the clock. A respite came only after MIDWAY entered Pusan, South Korea on the 5th for a well deserved five day port call.

On the 10th of December MIDWAY commenced an uneventful homeward transit via the Tsushima Strait. On 12 December the ship arrived Yokosuka where it remained for the rest of 1984.

C.(U) SPECIAL TOPICS

1. (U) Carrier Air Wing Five Command Organization

a. (U) Commander, Carrier Air Wing FIVE:

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

Captain L. R. CANEPA; 01 January 1984 - 23 August 1984
Commander T. R. BEARD; 23 August 1984 - 31 December 1984

b. (U) Composition of Command

Fighter Squadron ONE SIX ONE: 12 F-4S Phantom II

Commander R. C. WILLIAMSON; 01 January 1984 - 22 June 1984
Commander J. P. PATTON; 22 June 1984 - 31 December 1984

Fighter Squadron ONE FIVE ONE: 12 F-4S Phantom II

Commander C. L. ROBINSON; 01 January 1984 - 31 December 1984

Attack Squadron NINE THREE: 12 A-7E Corsair II

Commander D. W. IRELAN; 01 January 1984 - 04 October 1984
Commander H. W. HARTSELL; 04 October 1984 - 31 December 1984

Attack Squadron FIVE SIX: 12 A-7E Corsair II

Commander G. S. MCDANIEL; 01 January 1984 - 25 July 1984
Commander P. R. STATSKY; 25 July 1984 - 31 December 1984

Attack Squadron ONE ONE FIVE: 10 A-6E and 5 KA-6D Intruder

Commander W. A. GOUSLIN; 01 January 1984 - 31 December 1984

Tactical Electronic Warfare Squadron ONE THREE SIX: 4 EA-6B

Commander N. S. KOBYLK; 1 January 1984 - 31 May 1984
Commander T. J. FORD; 31 May 1984 - 31 December 1984

Carrier Airborne Early Warning Squadron ONE ONE FIVE: 4 E-2B Hawkeye

Commander L. C. RICHARDSON; 1 January 1984 - 13 February 1984
Commander D. D. HERZBERG; 13 February 1984 - 31 December 1984

Marine Tactical Reconnaissance Squadron THREE Detachment ALPHA:
4 RF-4B

Major (b) (6); 01 January 1984 - 23 June 1984

That unit permanently disembarked 23 June 1984.

Helicopter Combat Support Squadron ONE Detachment TWO: 5 SH-3G

Officer in Charge, LCDR (b) (6); 1 January 1984 - 10 July 1984
That unit permanently disembarked 10 July 1984

Helicopter Antisubmarine Squadron TWELVE: 6 SH-3H Sea King

Commander W. A. ROOP; 10 July 1984 - 31 December 1984
That unit embarked 10 July 1984

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

~~CONFIDENTIAL~~ CONFIDENTIAL

2. ~~(C)~~ Summary of CVW-5 Flight Hours for 1983

<u>MONTH</u>	<u>HOURS</u>	<u>TRAPS</u>
VF-161	3016	1325
VF-151	3196	1307
VA-93	4640	1751
VA-56	3116	1732
VA-115	4767	1936
VAW-115	1803	856
VAQ-136	1586	710
HS-12	1887	----

(U) The foregoing summary includes figures for aircraft arrested landings (TRAPS) which differ from the figures in annex A (Air Department). Air Department figures include all arrested landings while the foregoing figures are for the Air Wing only.

CONFIDENTIAL

~~CONFIDENTIAL~~

PART II
DOCUMENTARY ANNEXES
A. MAJOR DEPARTMENT REPORTS

1. (U) OPERATION DEPARTMENT

a. ~~(C)~~ Combat Information Center (CIC)

(1) ~~(C)~~ After an uneventful transit to the Indian Ocean, including turnover operations with USS RANGER on 16 January, CV-41 commenced extended operations in the North Arabian Sea. During that period, CIC was tasked on a 24 hour basis to respond to real world Iranian and Soviet air threats. Additionally, CIC participated in the following exercises: BEACON FLASH 84-1, a major ASUWEX, GLAD CUSTOMER, and ACCURATE TEST which afforded an excellent opportunity to exercise all facets of combat. The Soviet air threat, primarily May ASW aircraft based in Aden, provided an invaluable opportunity to work long range AAW. Thirteen April saw USS MIDWAY depart the North Arabian Sea and on 16 April completed turnover with USS KITTY HAWK.

(2) ~~(C)~~ EISRA 84-60 (14 June - 14 August) was a very demanding but productive period for CIC personnel. In addition to the usual FTG refresher training requirements, CIC was tasked to provide officer and enlisted personnel to attend the newly created TFCC (Tactical Flag Command Center) course. On the equipment side, major mile-stones included: replacement of the SPS-10 with an SPS 67, addition of an SPS 64 surface search radar, upgrade of the EW Module by adding the SLQ-17 and SLQ-25, modification of D and D Module to accept the TFCC system, addition of two CIWS (Close in Weapon System) mounts to augment the BPDSMS, and creation of an ASW Module to accommodate introduction of SH-3 ASW helos into the CVW-5 Air Wing.

(3) ~~(C)~~ Following EISRA 84-60, operated in the East China and Philippine Seas. During that period, CIC, in addition to the always present real world Soviet air threat, was involved in a variety of evolutions designed to provide Combat with the razor sharp edge required for the upcoming ORE. After a brief upkeep, USS MIDWAY departed for the Philippine Sea to participate in ANNUALEX 59G, a combined exercise with JMSDF; and BEACHCREST 84-2, an interservice close air support exercise with the Marines near Okinawa. Those exercises afforded CIC a chance to refine interoperability skills and, in particular, utilize the NTDS (Naval Tactical Data System) in both an allied mode (during ANNUALEX 59G) and with shore based MTDS (Marine Tactical Data System) sites (during BEACHCREST 84-2).

(4) ~~(C)~~ USS MIDWAY's last underway period of 1984 which started on 15 October was to become both "the best and worst of times" for CIC personnel. Faced with the imposing challenge of a major missile exercise (MISSILEX 85-1), ORE, and the largest combined naval exercise since World War II (FLEETEX 85-1), CIC had to further contend with a shortage of evaluator personnel brought on by the transfer of one officer and emergency leave of another. Additionally, typhoon's WARREN, AGNES, CLARA, and tropical depression BILL played havoc with schedules and chased battle force carriers over the South China and Philippine Seas. Throughout that period, CIC responded time and again to the challenge recording the following milestones: successful firing of both BPDSMS and CIWS during MISSILEX 85-1, numerous long range intercepts of Soviet surveillance aircraft; recording a high excellent on ORE with all modules except EW scoring outstanding; and the integration of CV-41 as a valuable member of the three carrier Battle Group during FLEETEX 85-1.

~~CONFIDENTIAL~~

b. ~~(C)~~ Meteorology/Oceanography

(1) ~~(C)~~ FLEETEX 85 typhoon evasion summary: On 19 NOV 84 the combination of typhoon BILL located near 19.5N 124.0E and typhoon Clara located near 15.9N 132.5E delayed the FLEETEX 85-1 rendezvous. The MIDWAY and ENTERPRISE Battle Groups, operating in the Subic opareas were unable to transit around northern Luzon. Typhoon BILL began moving southeast at 8 knots in response to typhoon CLARA moving north-northwest at 10 knots. On the morning of the 20th, MIDWAY and ENTERPRISE Battle Groups transited the San Bernadino Strait with the objective of rendezvousing with the CARL VINSON Battle Group approximately 200 miles south of tropical storm BILL. BILL was at that time located near 15.0N 128.1E and moving east-southeast at 12 knots. Typhoon CLARA, located near 22.1N 134.6E had already recurved and was moving northeast at 18 knots. CLARA was expected to continue to move rapidly northeast and was no longer considered a threat to the battle groups. On the morning of the 21st MIDWAY and ENTERPRISE Battle Groups exited the San Bernadino Strait. BILL was downgraded to a tropical depression and was quasi-stationary near 14.5N 129.0E. Early morning of the 22nd the final warning was issued on BILL which was still quasi-stationary near 14.5N 129.0E and weakening. The Battle Force, composed of MIDWAY, ENTERPRISE and CARL VINSON Battle Groups finally rendezvoused and began a northerly transit on the western side of BILL's circulation center. After BILL, no other storms interfered with completion of FLEETEX 85-1.

c. ~~(C)~~ Electronics

(1) ~~(C)~~ During 1984, specifically EISRA 84-60, the following SHIPALTS were completed: S/A 4299K, installed two Close In Weapon Systems (CIWS) to improve MIDWAY's Anti-Ship Missile Defense (ASMD) capabilities; S/A 4313K, installed the AN/SLQ-25 "NIXIE" Torpedo Defense Countermeasure System; S/A 4869K, replaced the AN/ULQ-6B with the AN/SLQ-17 system which provides enhanced Defensive Electronic Countermeasures (DECM) capabilities; S/A 5198K and S/A4942K, provided a total UHF/VHF system upgrade. Obsolete radios were replaced with state-of-the-art AN/WSC-3, AN/GRT-21 and AN/GRR-23 systems; S/A 5975K and S/A 6117K, installed the Tactical Flag Command Center (TFCC) system which provides improved command and control capabilities for the Battle Group Commander; S/A 5983K, replaced the AN/SPS-10 surface search radar with the improved AN/SPS-67 radar; S/A 6135K, installed the Demand Assigned Multiple Access (DAMA) modification to the satellite AN/WSC-3 communication system; S/A 6315D, installed the AN/SPS-64 navigational radar as a replacement for the LN-66 radar system.

(2) ~~(C)~~ Installation of the interim ASW Module was started during EISRA 84-60. This included installation of two (2) AN/BQR-20's, one (1) AN/SKR-4A, one DRT and a AN/SPA-25E radar repeater, giving MIDWAY a new warfare capability. The SNAP I Phase II SIDMS (Status Inventory Data Management System) was also installed allowing the shipboard supply department access to aviation supply management programs.

(3) (U) During EISRA 84-60, three AN/URT-23 HF Radios and eight AN/URA-38 couplers were overhauled by SRF Yokosuka, Japan. The OA-7979 (v) 4 Approach "A" console in CATCC was replaced with a OA-7979 (v)10 console, bringing to three the number of (v)10 consoles installed in CATCC. In accordance with the ACLS/ILS antennae restoration program, antennae and pedestals for the AN/SPN-42 ACLS radar (Channel "A" and "B") and the AN/PSN-43 Marshal radar were replaced. The Radomes for the AN/SPN-41 ILS (Azimuth and Elevation) radar were replaced with refurbished units. The

~~CONFIDENTIAL~~

Radar Alignment Mast (RAM) for the AN/SPN-42A was overhauled as well as the AN/APN-41 calibration/monitor booms. The AN/SPN-42A Automated Carrier Landing System (ACLS) was fully recertified for Mode 1 approaches for all permanently attached aircraft types so equipped. The AN/SPS-48C and the AN/SPS-49 radar antennas were also replaced with refurbished units.

(4) (U) After lengthy down time (13 months), the AN/SMQ-10 satellite receiver system was restored to full operational status in November and has remained in an operational condition since, providing valuable weather data to the entire battle group and to Commander, Battle Force Seventh Fleet.

d. ~~(C)~~ Intelligence

(1) (U) MIDWAY's Intelligence section comprises three divisions providing intelligence (OZ), cryptologic (OS), and photographic (OP) support to the ship, air wing and embarked staffs. During 1984 that support was rated "Outstanding" in the Operational readiness Evaluation and Command Inspection in October.

(2) ~~(C)~~ CVIC coordinated tracking and reporting evolutions involving Soviet aircraft and ships throughout the year, including a four and a half month deployment to the Indian Ocean (I.O.). The most notable contacts involving Soviet units took place during the I.O. deployment when CVW-5 aircraft surveilled the CVHG Novorossiysk task group, and additionally, during FLEETEX following a SOJ transit which elicited one of the most intensive Soviet air responses seen in years. During FLEETEX, MIDWAY was the air rainform report unit for the three carrier battle force which included USS ENTERPRISE and USS CARL VINSON. In one three day period alone, CVIC wrote over 23 air related rainform messages.

(3) (U) The Tactical Flag Command Center (TFCC) was installed in CVIC during EISRA 84-60. The Fleet Imagery Support Terminal (FIST) was removed after the I.O. cruise and has not been returned.

(4) ~~(C)~~ MIDWAY's Naval Security Group Division with 10 CT's permanently assigned was augmented on three separate occasions by cryptologic personnel from various naval security group activities throughout the Pacific theater. Utilizing cryptologic electronic support measures (CESM) warfare skills, those personnel provided indications and warning (I&W) and signals security (SIGSEC) support to the ship, air wing, and embarked staffs during fleet exercises: BEACON FLASH 84-1, ANNUALEX 59G, BEACHCREST 84-2, FLEETEX 85-1, and post FLEETEX Sea of Japan transit. Joint operations were conducted with HMS GLAMORGAN and HMS GLASGOW during the I.O. deployment.

(5) (U) OS division participated in: two TYCOM 3M inspections, receiving an overall grade of 100%; an Operational Readiness Exercise (ORE), also scoring an unprecedented 100%; and an INSURV Inspection. All equipment related INSURV discrepancies were corrected during EISRA 84-60.

(6) ~~(C)~~ Cryptologic Combat Support Console (CCSC) operations continued to be refined as the Tactical Flag Command and Control (TFCC) System was reinstalled in Supplot and a second CCSC console was installed in SSES. SIGSEC personnel from the Naval Security Group Detachment at Yokosuka were embarked during three periods to analyze MIDWAY's COMSEC posture and conduct OPSEC training.

(7) ~~(C)~~ Communication personnel participated in an HF contingency exercise,

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Small Pipe 84-1, in addition to maintaining one of the most active SI communication centers afloat. Processing nearly 3000 messages daily, the SI communication center also provided support to CINCPACFLT and COMSEVENFLT during visits.

(8) (U) MIDWAY's photographic laboratory had a full and successful year in providing photographic coverage for all major command evolutions, including; MIDWAY's Indian Ocean cruise, aerial photography for MIDWAY and it's battle group, VIP visits, Tiger cruise, dependent's cruise, and Steel Beach picnics. Noteworthy accomplishments for 1984 were photographic coverage of MIDWAY's change of command 31 JAN 84, the U.S./U.K. Joint Operation in the North Arabian sea, and the Crown Prince of Thailand's visit. The Photo lab's successful year was topped off by a grade of outstanding for ORE in November.

2. (U) SUPPLY DEPARTMENT

(U) In 1984, the Supply Department made a transition in form, workload, and performance which improved its overall levels of responsiveness and reliability to the ship, the crew, and air wing. On 27 December 1983, after a two week inport, MIDWAY got underway for an extended deployment to the Indian Ocean. With only 14 days available to restock depleted stores and materials, the Supply Department was required to load the bulk of its needs at sea and establish a supply pipeline which was 6,000 miles in length at its shortest, and 12,000 miles at its longest. UNREPS and VERTREPS, some as large as 600 pallets, occurred nearly every other night during MIDWAY's presence off the coasts of Iran and Oman. They began at 2200 and were completed by dawn the next morning. During that stay in the Indian Ocean Operating Area, the S-2, S-3, S-6, and S-8 Divisions took on 3,264 pallets of material, equipment, consumables, and parts (approximate total weight 1,632,000 pounds.)

(U) Immediately after that Indian Ocean cruise, MIDWAY entered EISRA 84-60. The Supply Department rehabilitated nearly all of its divisional spaces, its administrative office, and coordinated contractor work for other departments and the air wing. During that EISRA, Supply divisions maintained normal service levels and, in many areas expanded services. After EISRA, MIDWAY entered its Operational Readiness Evaluation, then participated in FLEETEX 85. Following FLEETEX, the Supply Department was examined by the Supply Management Inspection Team and received a satisfactory grade in all areas, (only one of two grades, satisfactory or unsatisfactory, is given by that inspection team.)

a. (U) Stock Control Division (S-1)

(U) Through an aggressive program of inventory checks, the Stock Control Division increased its level of inventory accuracy. The Quality Control Program completed a wall-to-wall inventory of all aviation repairables. The Quality Assurance team brought together portions of S-1, S-6, S-8 and S-9 divisions into a single organization designed to identify and assist in the solution of problems impacting on all four divisions. The major priorities of Quality Control in '84 were to ensure the accuracy of inventory locations and amounts, prioritize NIS stock re-screens, and validate stock receipts.

b. (U) Food Service Division (S-2)

(U) While 6,000 miles from the nearest restocking point, during the 111 day Indian Ocean deployment, the Food Service Division provided a complete range of fresh produce for the crew. The forward fast food galley was completely renovated to provide a faster and larger selection of menu items. Seating capacity was increased by 50 place settings

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

by installing 65 Saratoga model tables. During EISRA 84, two new scullery machines were installed and the main mess decks were completely renovated. PAT's Patio Palace, the pierside food service facility, was once again in full operation providing Bar-B-Que style lunches while the hangar bay Wiener Wagon provided quick lunches and mid-rats at sea and inport.

c. (U) Retail Sales/Service Division (S-3)

(U) The Retail Sales/Services Division renovated the crew's barber shop; constructed a new officer's barber shop near the officer's wardroom; established a DCPO workcenter; and renovated the exterior of the soda fountain. Through an aggressive program of surveys, markdowns, hangar bay sales, and stock transfers, over one half million dollars in excess stock was eliminated. Total line items carried (excluding clothing, soda and foreign merchandise items) were reduced from over 1600 items to 1100. The Ship's Store attained successive stock turns of 1.58, 1.85, and 1.34 (first time in recent MIDWAY history it achieved minimum stock turn of 1.33), contributed a record \$275,000 to the MIDWAY Welfare and Recreation Fund and achieved a record total sales figure of \$3.4 million. The ship's laundry processed a record 1,483,000 pounds of clothing and expanded its service to include pressed uniforms for crew members in positions of high visibility. The barber shop provided over 80,000 haircuts.

d. (u) Disbursing Division (S-4)

(U) The Disbursing Office processed approximately 1500 travel claims each month with a near zero error rate (as evidenced by the On-Site Audit examination by the Fleet Accounting and Disbursing Center, Pacific conducted in October 1984). MIDWAY continued to have the lowest OCR error rate of all Pacific Fleet carriers. S-4 implemented its own internal audit team to improve pay account maintenance and accuracy. During EISRA 84-60, Disbursing was totally renovated with a larger counter service area and a new check cashing window.

e. (U) Wardroom Division (S-5)

(U) Major changes occurred in the after wardroom areas. New paneling, beverage serving line, and hot and cold serving lines were installed as was a high-gloss stainless serving line partition. Officer berthing was improved with the rehabilitation of bunkroom 18.

f. (U) Aviation Stores Division (S-6)

(U) The Aviation Support Division provided an exceptional level of support to both MIDWAY's AIMD Department and the squadrons of COMCARAIRWING FIVE. All operational goals were met through the 111 day Indian Ocean deployment. Six simultaneous detachments in three different countries were supported during EISRA 84-60. Following the Indian Ocean cruise, S-6 was cited by COMNAVAIRPAC for the lowest off-ship NMCS/PMCS requisition count and the highest overall readiness for any comparably deck loaded carrier ever deployed to the Indian Ocean. S-6 also successfully supported detachments of C-2A, US-3A, and EA-3B aircraft and assisted them in meeting all objectives. In May 1984, S-6 split off nine storekeepers and the assistant S-6 Officer to form the Surface Support Division (S-9).

g. (U) Automated Data Processing Division (S-7)

(U) Data Services Division implemented SIDMS (Status Inventory Data Management

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
~~DECLASSIFIED~~

System and placed 40 remote computer terminals on line. SIDMS offers Supply, AIMD, and the squadrons, real time support for the first time. SIDMS aids in processing overnight requisitions and issues on high priority items as well as the tracking of high cost items. Another benefit of SIDMS is the Timed Report Generation which is an entirely new method of generating reports. Users can now request pre-designed reports from their office terminals. An Automated Tape Library System was implemented. COMNAVAIRPAC suggested other carriers acquire that software. S-7 personnel developed automated graphs and reports to graphically display daily data entry work load on a daily, weekly, and monthly basis. The manual data entry log book has been replaced by an entirely automated log book system. A new air conditioning system, dedicated to ADP spaces was installed. Both the air conditioning and computer are now on the same power source. The computer room, data entry space, and head have been renovated, tiled, and repainted. S-7 office space was acquired, repainted, tiled, and repairs were made to an aging fire main going through the space.

h. (U) Material Division (S-8)

(U) The Material Division increased the utility of its spaces. One main aviation storeroom was converted to a SEAMART, (a self service store that stocks low cost, fast moving consumables. A sonobuoy storeroom was installed on the port mezzanine of hangar bay one. The acid storeroom was rehabilitated and modernized to provide an ultra-safe stowage of acids. During the Indian Ocean deployment, S-8 provided an outstanding level of support through successful management of equipment, consumables, and parts inventories.

i. (U) Surface Support Division (S-9)

(U) On 1 May the Surface Support Division was established to provide supply support for all MIDWAY surface requirements. During EISRA 84, S-9 was responsible for preparation of contracts and requisitions, editing plans and drawings, procurement of materials, and serving as liaison among customers, contractors, and NSD Yokosuka for jobs totaling \$783,000.00. A divisional supply petty officer training course was instituted to increase the accuracy and responsiveness of the ship's normal requisitioning needs.

3. (U) ENGINEERING DEPARTMENT

a. (U) Major casualties/repairs which occurred in 1984 included Nr. 2 LP turbine bearing wiped in April which was repaired by ship's force in 3 days. Nr. 4 stern tube packing journal was severely scored causing packing to leak excessively and was repacked first in March, then May, July, November and December. In December, the stern tube bearing lower staves were found worn away one foot aft of the stern tube packing housing, requiring dry docking at first opportunity. Temporary repairs were completed in December. A failed tube was found in the generation bank on Nr. 2C boiler. Ship's force replaced it in February while deployed to the I.O. SRF Yokosuka replaced labyrinths on Nr. 1A and 1B SSTGS because the inability to maintain gland seal at normal electrical loads. A Lube Oil leak on 4A SSTG was experienced which was caused by piping failure which allowed lube oil to get on to lagging pads and cause a minor class "B" fire. In October, SRF Subic manufactured new lagging pads in 48 hours to get 4A SSTG operational. A small class "B" fire was started because of an improperly aligned chain casing which caused the shaft seal on Nr. 4 thrust block attached lube oil pump to overheat and burn oil in the sump. Ship's force repaired and reinstalled that pump while underway in August. Nr. 2 HP turbine coupling was replaced in December because of

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

excessive backlash. On 25 December a class "A" fire was reported in compt A-0213-13L. Ship's force took 40 minutes to put the fire out. The ship's fire marshal and Fleet Activities Yokosuka duty fire chief evaluated the cause to be arson. Paper was used to start a cabinet of Class "A" combustibles on fire which spread through wire ways in adjacent passageways, effecting wiring to catapults, radars, and EW systems.

b. (U) The Engineering Department implemented a POA&M for fuel spills/leaks which assigned tasking to Engineering Department to achieve the goal of zero leaks and spills. Key parts of the plan include progressive repair and replacement of fuel oil transfer valves, and check of all tank top manhole covers and sounding tubes to ensure there were no leaks and all sounding caps were ensure.

c. (U) A bromine potable water treatment system was installed during EISRA 84-60 deleting the need for calcium hypochlorite treatment.

d. (U) During calendar year 1984, USS MIDWAY had one 60-day Extended Incremental Selected Restricted Availability (EISRA 83-60), and the following Incremental Selected Restricted Availabilities: 84-2 (10 days), 84-3 (7 days), 85-1 (14 days), and 85-2 (50 days). A total of 1290 jobs which included repair work, Five Year Maintenance Plan (FYMP), and ship alterations were completed for the Engineering Department. During those availabilities, approximately 2.5 million dollars was expended to accomplish the jobs.

e. (U) In the area of Damage Control, all seven competitive excercises were completed with no adjective score less than excellent, and an overall average of 96.7 percent.

f. (U) The following inspections, visits and assists were conducted with the indicated results:

(1) (C) (b) (3) (A)



(2) (U) INSURV (JUN): Only one mission degrading item and 48 safety items, of which 37 were immediately corrected, were noted.

(3) (U) OPPRE (MAY): No major damage control discrepancies noted. Main space fire was graded as effective with very positive comments by the inspectors. Damage control readiness of the spaces inspected was without a major or significant discrepancy that was not immediately corrected. A new AIRPAC record of 41 for 41 effective Engineering Casualty Control Drills.

(4) (U) Flight Deck Certification (AUG): Once again recertification was achieved with no major problems nor deficiencies noted. Every system operated as designed on the first try. There were again only positive comments on the damage control organization.

(5) (U) ORE (NOV): Overall grade of 93.8 - the highest in the fleet. Both ZEBRA and YOKE checks were passed. Of 70 drills conducted during the inspection, 68 were satisfactory or better. Comments of the inspectors were all laudatory.

(6) (U) The MIDWAY's DCTT was recognized by both USS STERETT and the USS

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

MARS for the conduct of CBR training on those ships while deployed to the Indian Ocean. MIDWAY training assistance resulted in both ships becoming leaders in their ship classes in CBR defense. MIDWAY's CBR doctrine is used as a model for ships that steam with her and has been determined to be sound and effective by numerous inspection teams both in MIDWAY and those ships helped. Damage control equipment installations included installation of Halon 1301 Firefighting System in 4 Group Firerooms which was ready for use in August, and installation of a bilge sprinkler system in port, starboard and aft evaporator rooms and all JP5 pump rooms. Watertight integrity was increased through a continuing program of watertight door/hatch repair and replacement. Firemain isolation capability was increased through a continuing program of major firemain valve replacement as part of the SRF Yokosuka five year maintenance plan.

4. (U) WEAPON DEPARTMENT

a. ~~(C)~~ Throughout the year Weapon Department maintained an outstanding readiness status and met all commitments with total effectiveness and superior efficiency. Grades received for major inspections included: ORE - EXCELLENT (94%), ~~(b) (3) (A)~~ ~~(b) (3) (A)~~ 3M - SATISFACTORY (88%). The Command Inspection resulted in an evaluation of "OUTSTANDING" for Administration, Ordnance/Weapons and Missiles. "Best ever seen" was the inspector's overall evaluation. Major efforts by departmental personnel, ship's force and SRF have significantly improved the material condition of all spaces and equipment. Weapon elevator availability for all 12 elevators and conveyors averaged 99.9%. During an arduous Indian Ocean deployment, MIDWAY was the only Battle Group Alfa ship to maintain full defensive systems capabilities (both BPDSMS remained in an up status). In EISRA 84-60, MIDWAY became the first ship in the Navy to install the Phalanx (CIWS) Weapon Systems within self-contained maintenance enclosures. A total of 126 SRF jobs were completed during EISRA 84-60. Major offload/onload of the entire ordnance loadout was accomplished to accommodate the yard period. Both evolutions were accomplished safely and efficiently. In addition to new self-defense capabilities (CIWS), two capabilities were added for the air wing: HARM missiles and MK-48 torpedoes. During the Post Industrial Availability Trials (PIAT/CSSQT), a highly successful BPDSMS firing resulted in a direct hit. Both CIWS mounts were successfully fired against towed aerial targets with a 100% kill rate. "W" Division continued to lead the fleet in weapon component transfers accomplished. One no-notice missile exercise was effectively supported during the ORE and FLEETEX 85 which resulted in four direct hits for two AIM-7E sparrows and two AIM-9L sidewinders. Approximately 1500 missile transactions were conducted with the Air Wing to support no-notice real world commitments during ORE and FLEETEX 85.

5. (U) COMMUNICATION DEPARTMENT

a. (U) USS MIDWAY's Communication Department transmitted 65,700 and received 410,848 messages during the year for a total of 476,548. That was an increase of 128,123 from the previous year's total. In meeting its operational commitments, the department maintained satellite and long-haul high frequency (HF) radio links with Naval Communication Area Master Stations (NAVCAMS) in the Western Pacific, Eastern Pacific and Mediterranean, as well as Naval Communication Stations (NAVCOMMSTA) at Stockton, CA; San Miguel, RP; Yokosuka, JA; Diego Garcia; H. E. Holt, Australia; and allied facilities at Oman. Tactical and record communication by flag hoist, flashing light and semaphore totalled 7,945; an increase of 2,000 over last years total.

b. ~~(C)~~ January through April, during the Indian Ocean deployment several new and innovative communication concepts were implemented: (a) Fleet Imagery Support

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Terminal (FIST) - provided real-time intelligence support via a complicated, two satellite/microwave/landline path from FICPAC, Honolulu, HI; (b) CODE 17 - a tactical communication concept utilizing a CW signal masked in multi-channel tone package; (c) CW broadcast training - consisted of utilizing an ATR-6800 CW keyer to transmit a daily CW broadcast of news, sports and coded groups to ships in company. Other "firsts" associated with the Indian Ocean deployment were weekly entry into the "Gulf Net" to check interconnectivity between I.O. CVBG, MIDEASTFOR Flagship and U.S. Consuls throughout the Persian Gulf region and use of U.S./Oman communication circuitry for no notice, non-exercise emergency aircraft divers. In September, the department acted as Communication Control Ship (CCS) during ANNUALEX 59G, the largest joint U.S./JMSDF exercise ever held with a U.S. CVBG. In November, MIDWAY's Communication Department again functioned as CCS during FLEETEX 85, a three CVBG exercise (MIDWAY, CARL VINSON, ENTERPRISE), ensuring critical communication support for this major exercise was maintained. Various ancillary exercises supported were: MISSILEX 84-2, MULTIPLEX 84-3, ASWEX 84-4U, BEACON FLASH 84-2, ACCURATE TEST 84, BEACH CREST 84-2, as well as several PASSEX's with Australian, Omani, United Kingdom, Thailand and French forces. Through an extremely aggressive training program, the Communication Department maintained a continual M-1 training readiness status throughout the year including accomplishment of 875 readiness exercises (72 required) and 31 (26 required) competitive exercises.

c. ~~(C)~~ The following inspections were conducted:

- (1) ~~(C)~~ POT&1 - no major discrepancies.
- (2) ~~(C)~~ INSURV - no major mission degrading discrepancies.
- (3) ~~(C)~~ CNAP PMS/3M - Outstanding (93.3).
- (4) ~~(C)~~ Command Inspection - Outstanding.
- (5) ~~(C)~~ ORE - Outstanding (97.6).
- (6) ~~(C)~~ Operational Commander's Evaluation - consistently graded outstanding

d. ~~(C)~~ The following material upgrades/enhancements were accomplished:

(1) ~~(C)~~ SHIPALTS installed during EISRA 84-60:

- UHF growth (replacement of AN/SRC-20, 21 and AN/URC-9's with AN/WSC-3
- Officer in Tactical Command Information Exchange System (OTCIXS).
- Demand Assigned Multiple Access (DAMA).

- (2) ~~(C)~~ Installation of a fifth SATCOM AN/WSC-3.
- (3) ~~(C)~~ Replacement of two Broadband Whip antennas with Trussed Whip antennas.
- (4) ~~(C)~~ Replacement of one XEROX 7600 copier with a new 7600.
- (5) (U) Message Routing and Distribution System (MRDIS) refurbishment and training.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
~~UNCLASSIFIED~~

(6) (U) Various antenna overhauls.

(7) (U) Refurbishment of departmental spaces.

e. (U) Other significant accomplishments included assuming communication guard for CINCPACFLT on two occasions and for COMSEVENTHFLT for a three day period concurrently with CINCPACFLT guard. Also, the Communication Department identified a previously undetected software program error in the NAVMACS V3 program which resulted in a fleetwide program change.

6. SAFETY/3M DEPARTMENT

a. (U) The strength of the MIDWAY Safety Program was confirmed three times in 1984. The Naval Safety Center conducted a ship's safety survey in September. The team found no major discrepancies and provided a comprehensive package of recommendations to enhance MIDWAY's safety posture. In November, MIDWAY's immediate superior in command, COMCARGRU FIVE, conducted a command inspection. The safety program was evaluated as being outstanding in every respect with no discrepancies noted. Later that month MIDWAY's type commander, COMNAVAIRPAC, evaluated her operational readiness. The Safety Department received a grade of 94, high excellent, for the ORE. Not a single major discrepancy was noted. In addition, six safety standdowns and one major poster contest were conducted during the year.

b. (U) MIDWAY also continued to operate the only carrier based C-1A aircraft in the Pacific Fleet. Over 495 flight hours and 99 carrier arrested landings were flown entirely without mishap. In granting an unconditional operating certification, the COMNAVAIRPAC evaluator graded MIDWAY's NATOPS and aircrew training programs as outstanding. In 1984 MIDWAY was also cited by COMNAVAIRPAC for her accident free operation of the C-1 during 1983.

c. (U) 1984 was another successful 3M year for MIDWAY. The COMNAVAIRPAC 3M Team conducted an in-depth 3M assist visit plus an INSURV 3M inspection in which MIDWAY scored an impressive 83.6. Later, in a surprise 3M inspection, MIDWAY again scored well with a grade of 81.1. MIDWAY continued to operate one of the best 3M programs in COMNAVAIRPAC as evidenced by an over 500 percent increase in Configuration Changes and a 50 percent increase in CSMP deferrals. In addition, 629 personnel earned 3M PQS qualification as workcenter supervisors, damage control petty officers, division officers or department heads after attending shipboard 3M classes. Another 967 junior enlisted personnel completed their initial 3M PQS qualification as maintenance men.

7. (U) DECK DEPARTMENT

a. (U) Deck Department began the year with a "highly successful" Indian Ocean deployment and concluded it with an "outstanding" ORE and highly productive 45 day availability. The department was rated as "outstanding" on two 3-M inspections one conducted in May for INSURV and another in September in conjunction with the ship's Command Inspection. For the overall Command Inspection conducted by CTF 70, the department was awarded a grade of 95% on its UNREP capability to receive fuel from an oiler, and 100% on its boat recovery of a simulated man overboard. The overall grade for ORE was 95%, the highest among PACFLT CV's. One shipmate, FN John BECERRA of A Division, died as a result of injuries received in a motor whale boat accident in Pattaya

~~CONFIDENTIAL~~
~~UNCLASSIFIED~~

~~CONFIDENTIAL~~

Beach, Thailand.

b. (U) In 1984, MIDWAY anchored 16 times without mishap and moored eight times, again without mishap. The ship conducted 95 underway replenishments. Those break out as follows:

- 47 fuelings at sea with oilers - USNS PONCHATOU LA (20), USNS MISSIPILLION (3), USNS HASSAYAMPA (19), USNS NAVASOTA (2), USS SACRAMENTO (3), and USS KANSAS CITY (2);

- 6 connected replenishments for arms or stores - USS MARS (2), USNS SPICA (1), USS WHITE PLAINS (1), (b) (3) (A)

(b) (3) (A)

- 3 manila highline transfers with escorts, one each with USS OLDENDORF, USS O'BRIEN, and USS ROARK;

- 13 escort refueling - one each with USS ENGLAND, USS ROARK, USS ROBISON, and USS HENRY B. WILSON; two each with USS KIRK, USS LOCKWOOD, USS OLDENDORF, USS COCHRANE and USS O'BRIEN. One fueling with the O'BRIEN was done to support O'BRIEN'S rescue mission of a civilian tanker in the Persian Gulf and was done with less than one hour notice.

c. (U) For the third year running, Midway's motor whale boat won the annual George I. Purdy Motor Whale Boat race against other Yokosuka - based ships. In 1984, Deck Department expended over 1000 gallons of paint preserving the ship's sides, weatherdecks, and forecastle.

8. (U) MEDICAL DEPARTMENT

a. (U) Summary of operations: Full range of medical support provided to MIDWAY and CVW-5 personnel, as well as for all other units of Battle Group Alpha. No significant loss of services/capabilities during the period.

b. (U) Statistics:

Outpatient visits	-	19,560
Inpatient visits	-	223
Laboratory tests	-	18,851
Pharmacy units	-	33,744
X-Ray exposures	-	2,298
Surgical procedures	-	105

c. (U) New equipment installations:

Audiobooth replaced	-	15 AUG 84
X-Ray System replaced	-	24 Aug 84

d. (U) Notable records: Received overall score of 96.36 during ORE competition. That was the highest score in COMNAVAIRPAC.

9. (U) DENTAL DEPARTMENT

(U) MIDWAY's Dental Department accomplished its mission through delivery of comprehensive oral care to the officers and men of MIDWAY, embarked Flag, Staffs and

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

the Navy's only permanently embarked Air Wing, CVW-5. A team of four dental officers and nine dental technicians completed over 53,000 dental procedures in 1984, an increase of over 15,000 procedures from the previous year. Those statistics reflect plaque control techniques, preventive dentistry instructions and topical stannous fluoride applications in accordance with the Navy's and ship's annual dental recall program. Through maximum use of departmental/squadron dental coordinators, the number of beneficiaries not seeing a dentist at least once a year remained consistent with the 1983 figure of 4%. Statistics are even more significant when it is noted that because of operational requirements, one dental officer was not embarked from 83 DEC 28 to 84 MAY 23. In July, the first trained prosthodontist attached to Midway in a number of years reported aboard and has been providing a valuable service needed by a significant percent of the crew. In September the Oral and Maxillofacial Surgeon reported aboard as the new department head. In October the department was inspected in Subic Bay by the COMNAVAIRPAC Dental Officer. Long hard hours of preparation resulted in many favorable comments and a grade of "Outstanding" for clinical services rendered. Major material improvements included: procurement of an x-ray developer with the capability to process radiographs faster, saving an average of one hour of patient waiting time per day; purchase of a state of the art porcelain oven used in the processing of porcelain fused to metal prosthetic appliances; and the alteration of the preventive dentistry area to include a recovery room for post surgical patients.

10. (U) TRAINING DEPARTMENT

a. (U) During 1984 a total of 1626 Navy-wide advancement examinations were administered to MIDWAY personnel through the Training Department. MIDWAY offered 19 (three semester hours each) college level courses through the PACE program with total enrollment of 423, of which 347 completed the courses. A total of 12 (45 classroom hours each) high school courses were offered with total enrollment of 60 of which 49 completed the courses. A total of 1681 military/leadership examinations were administered. Approximately 2,000 CONUS and local school requests were processed through the Training Department. Nineteen personnel were advanced under the provisions of the Command Advancement Program (CAP): 2 to E-6, 6 to E-5, and 11 to E-4. A total of 1502 personnel attended MIDWAY Indoctrination Division training and 1256 received Cardiopulmonary Resuscitation (CPR) training. Additionally, 2234 correspondence courses were graded by the Training Department. MIDWAY personnel took more than 700 examinations through the DANTES program.

11. (U) AIR DEPARTMENT

a. ~~(C)~~ Statistics for 1984:

<u>MONTH</u>	<u>ARRESTED LANDINGS</u>	<u>CATAPULT/FREE DECK LAUNCHES</u>	<u>JP-5 CONSUMED (GAL)</u>
JAN	1137	1129/4	2,140,506
FEB	1376	1377	2,511,521
MAR	1818	1819	3,263,294
APR	904	905	1,622,289
MAY	143	194/2	283,089
JUN	115	106/9	128,519
JUL	0	0	985
AUG	857	797/8	1,119,088
SEP	857	1138/11	1,937,636

~~CONFIDENTIAL~~

OCT	693	664	898,634
NOV	1723	1691	3,104,673
DEC	283	342	566,819
TOTALS	9,906	10,162/34	17,577,053

b. (U) Arrested Landings MILESTONES:

279,000	17 Jan 84	EA3BVQ-1	LCDR (b) (6)
			LT (b) (6)
280,000	8 FEB 84	F4S VF-161	LT (b) (6)
			LTJG (b) (6)
281,000	28 FEB 84	F4S VF-151	CDR (b) (6)
			LT (b) (6)
282,000	15 MAR 84	EA6BVAQ-136	LCDR (b) (6)
			LT (b) (6)
283,000	1 APR 84	F4S VF-161	LT (b) (6)
			LT (b) (6)
284,000	5 JUN 84	F4S VF-151	LT (b) (6)
			LCDR (b) (6)
285,000	1 SEP 84	A7E VA-56	LT (b) (6)
286,000	26 SEP 84	A6E VA-115	LCDR (b) (6)
			LT (b) (6)
287,000	6 NOV 84	A6E VA-115	LT (b) (6)
			LT
288,000	23 NOV 84	A7E VA-93	LT (b) (6)

12. (U) NAVIGATION DEPARTMENT

a. (U) Linear Miles Steamed: 26,194.2

b. (U) Inport Days: 146 (116 Yokosuka, 30 days in other ports)

c. (U) At-Sea Days: 210

13. (U) AVIATION INTERMEDIATE MAINTENANCE (AIMD) DEPARTMENT

a.	Production Data:			
MONTH	COMPONENTS PROCESSED	COMPONENTS RFI'D	DEPARTMENT RFI RATE %	ROTATABLE POOL EFFECTIVENESS %
JAN	4153	3150	75.8	94.0

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

FEB	3809	3024	79.4	94.0
MAR	4433	3421	77.2	95.0
APR	3614	2770	76.6	94.0
MAY	1321	1005	76.61	94.0
JUN	912	650	71.3	93.0
JUL	963	716	74.3	N/A
AUG	2867	2100	73.2	93.0
SEP	3115	2325	74.6	94.0
OCT	2389	1741	72.9	94.0
NOV	4342	3149	72.5	95.0
DEC	1282	886	69.1	95.0
TOTALS	33,200	24,937	74.5	94.0

b. (U) Ship's C-1A Data

MONTH	FLT HRS	FLTS	ARRESTED LANDINGS	% OP RDY
JAN	18.3	16	5	19.3
FEB	0.0	0	0	N/A
MAR	0.0	0	0	N/A
APR	0.0	0	0	N/A
MAY	53.6	30	2	41.9
JUN	71.0	31	10	97
JUL	15.9	9	0	29
AUG	43.9	25	8	83.3
SEP	21.1	11	11	36.6
OCT	7.4	3	0	38.7
NOV	0	0	0	N/A
DEC	11.1	5	0	61.3

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

TOTALS 242.3 130 36 50.9

c. (U) Departmental Inspections/Assist visits completed:

<u>MONTH</u>	<u>INSPECTION</u>	<u>GRADE</u>
JAN	COMNAVAIRPAC 3-M SURPRISE INSPECTION	SATISFACTORY
MAY	COMFAIRWESTPAC SEMI-ANNUAL MAINT/MATL CONDITION INSPECTION	SATISFACTORY
JUL	NALC DET WEST ANNUAL CALIBRATION LAB AUDIT	SATISFACTORY
SEP	BI-ANNUAL NAVAL AVIATION SAFETY CENTER SURVEY	SATISFACTORY
SEP	COMNAVAIRPAC 3-M INSPECTION	SATISFACTORY
<u>MONTH</u>	<u>INSPECTION</u>	<u>GRADE</u>
SEP	COMFAIRWESTPAC SEMI-ANNUAL MAINT/MATL CONDITION INSPECTION	SATISFACTORY
OCT	COMNAVAIRPAC ANNUAL MICRO/MINIATURE REPAIR STATION CERTIFICATION	SATISFACTORY
OCT	CCG-5/COMFAIRWESTPAC COMMAND INSPECTION (AIMD)	EXCELLENT
OCT	ANNUAL NAVAL OIL ANALYSIS LAB (NOAP) CERTIFICATION	SATISFACTORY

d. ~~(C)~~ Major Projects Completed:

(1) IM-2

- Through an extensive self-help program, constructed a hydraulic clean room which enabled MIDWAY to go from C-3 (partial repair) to C-1 (complete repair) capability on numerous hydraulic assemblies/components.

- Obtained tooling and expertise to build-up and teardown T-56 modular engines and assemblies.

- Acquired tooling and expertise to swap out T-58 power turbine assemblies.

- Completed a major refurbishment and technical assistance effort for the oil analysis spectrometer to increase its accuracy and reliability.

- Constructed a new oxygen component repair workcenter and installed/verified a new component/regulator test stand.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

(2) IM-3

- Established instrument repair capability and created an Instrument Repair Workcenter.

- Established SH-3H support on board by installation and operational verification of the following test benches: AN/AQM-24A (SONAR), AN/ASM-454 (MAD), AN/MK1634A/2002 (RECEIVER), 2A/UKM-3 (DATALINK), AN/ASM-96 (OPTI), AN/AQM-19 (RECORDER) and AN/ASM-614 (TACNAV).

- Recertified all nine microminiature repair stations in AIMD and achieved 100 percent recertification of all 31 repair technicians.

- Calibration Workcenters processed in excess of 9000 items of test and measurement equipment which are not reflected in the overall departmental production statistics.

(3) IM-4

- During last yard period, refurbished 34 percent of all ordnance handling equipment, 50 percent of all GSE rolling stock and the entire production control workcenter space. The MS-60 crash crane and both TAR-3 fire trucks were also corrosion controlled and had partial refurbishment.

- With the help of SRF and PWC Subic, swapped out the A/C Generator from the NDS-60 crash TILLEY. That was a major CASREP project which, if not corrected, would have rendered the flight deck "non-operational" without a TYCOM waiver.

- Swapped out numerous 6K and 4K forklifts with PWC Subic to enable on board models to be of the same type and manufacturer. That facilitated better on board parts support or enabled cannibalization of similar parts, if necessary.

14. (U) MARINE DETACHMENT

a. (U) Significant events:

6 January - Captain J.R. PRIDDY took command of the Marine Detachment from Captain Aaron E. WELCH.

31 January - Detachment Color Guard participated in the change of command for the Commanding Officer, USS MIDWAY.

14 February - Color Guard participated in VAW 115's change of command ceremony.

(b) (3) (A)

21 April - Commenced the annual training course for the ship's Security Augmentation Force which included instruction on the use of the riot baton and repelling boarders.

3 May - The Marine Detachment participated in the change of command of COMMANDER, STRIKE FORCE SEVENTH FLEET/CARRIER GROUP FIVE.

11 June - Drill Team performed for the Mayor of Sasebo.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

17 June - Drill Team performed at Tokyo Disneyland.

29 June - Marine Detachment participated in the change of command ceremony for Marine Barracks, Japan.

4 July - Drill Team again performed at Tokyo Disneyland, to the delight of thousands of Japanese tourists.

7 July - For the third consecutive year USS MIDWAY was awarded the GEORGE I. PURDY trophy as winners of the annual motor whaleboat race. The Marine Detachment supplied the crew for the motor whaleboat, as well as the Viking ornamentation which also won the spirit and design award.

23 July - Marine Detachment participated in a memorial service for Lt. DOYLE. On the 23rd of July the Detachment Color Guard participated in the Carrier Air Group FIVE change of command.

29 September - The Drill Team performed for hundreds of family members and friends during MIDWAY's dependents cruise. The detachment also provided a weapon display which proved to be the hit of the day.

1 October - Color Guard participated in the change of command ceremony for VA-93 at Atsugi, Japan.

18 November - Marine Detachment conducted a memorial service for ADI L. D. ORTIZ, who was blown overboard by the exhaust of an A-7 on the 14th of November.

16 December - Officers and men of the Marine Detachment were finally able to conduct a Birthday Ball at the Yokosuka Officers Club. The guest speaker was Col W. F. REBSTOCK, USMC, Commanding Officer, Marine Barracks, Japan. Following the traditional cake cutting ceremony, Captain H. P. KOBER Jr., USN, Commanding Officer USS MIDWAY (CV-41) presented the Marine Detachment with the 1984 "Captains' Cup" award.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
DECLASSIFIED

B. PHOTO HISTORY
(Photos are in separate enclosure)

<u>Date</u>	<u>Occasion</u>
31 JAN 84	Captain H. P. KOBER JR. relieved Captain C. R. McGRAIL as Commanding Officer of USS MIDWAY.
15 FEB	DOD Overseas entertainment group "CAMBRIDGE" entertaining the crew of MIDWAY while in the Indian Ocean.
3 Mar 84	Admiral FOLEY, and Rear Admiral BROWN on board USS MIDWAY.
15 Mar 84	John R. COUNTRYMAN, U.S. Ambassador to OMAN greeted Captain FARRAR, CTF 70, and was escorted by Rear Admiral BROWN.
23 Mar 84	Commanding Officers from British ships visited MIDWAY during Indian Ocean cruise.
02 Apr 84	Rear Admiral Lefebvre, of the French Navy was welcomed by Captain KOBER.
08 Apr 84	Major General WATTS, Commander, Sultan of Oman Land Forces, visited MIDWAY.
	Captain WOODARD, Commanding Officer, HMS Glasgow, and Rear Admiral BROWN on the bridge of MIDWAY.
30 Apr 84	HRH, Crown Prince of Thailand arrived on board MIDWAY.
3 May 84	Rear Admiral P. MCCARTHY JR. relieved Rear Admiral T. BROWN III as Commander, Strike Force Seventh Fleet/Commander Carrier Group FIVE.
14 May 84	Under Secretary of the U.S. Navy, James F. GOODRICH, was greeted by Rear Admiral MCCARTHY and Captain KOBER.
20 May 84	Vice Admiral EASTERLING, COMNAVAIRPAC, presented the COMNAVAIRPAC Award for Food Service Excellence to USS MIDWAY.
11 JUN 84	"TIGERS" arrived and were indoctrinated for Sasebo to Yokosuka cruise.
19 Aug 84	Rear Admiral MCCARTHY briefed Japanese defense officials and Rear Admiral MACKAY, COMNAVFORJAPAN.
	Admiral Yoshida, JMSDF arrived on board and was greeted by Rear Admiral MCCARTHY and Captain KOBER.

B-1

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

23 Aug 84

Captain CANEPA was relieved by Commander BEARD as Commander, Carrier Air Wing FIVE during port visit to Sasebo.

29 Aug 84

Rear Admiral TERAI, JMSDF, visited MIDWAY.

31 Aug 84

Brigadier General SNYDER, U.S.A.F., arrived on board MIDWAY.

15 Sep 84

Rear Admiral ITO, Commander Escort Flotilla 3, visited MIDWAY.

29 Sep 84

Dependent's Day Cruise.

01 Dec 84

Admiral FOLEY, CINCPACFLT presented the Meritorious Unit Commendation to Rear Admiral P. McCARTHY and Captain H.P. KOBER JR.

~~CONFIDENTIAL~~